

**TECHNICAL ADVISORY COMMITTEE (TAC)
FOR THE
CONGESTION MANAGEMENT PROGRAM (CMP)**

February 17, 2005

MINUTES

The one hundred fifty-second (152nd) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices, 1250 San Carlos Avenue, San Carlos, Bacciocco Auditorium. Geoff Kline, TAC Secretary, called the meeting to order at 1:19 p.m. on Thursday, February 17, 2005.

TAC members attending the meeting were:

George Bagdon - Burlingame
Fernando Bravo - East Palo Alto
Merrill Buck - San Bruno
Neil Cullen - San Mateo County Engineer (Co-Chair)
Mark Duino - San Mateo County Planner
Craig Ewing - Belmont Planner
Kenneth Folan - Metropolitan Transportation Commission (MTC)
Gene Gonzalo - California Department of Transportation (CALTRANS)
Geoff Kline - City/County Association of Governments (C/CAG)
John Lisenko - Foster City
Jon Lynch - Redwood City
Rick Mao - Colma
Meg Monroe - Burlingame Planner
Ray Razavi - South San Francisco
Mo Sharma - Daly City

Others attending the meeting were:

Richard Napier – Executive Director, C/CAG
Joel Slavitt - SamTrans
Pat Dixon - San Mateo County Transportation Authority Citizens Advisory Committee
Walter Martone - C/CAG
Joe Hurley – San Mateo County Transportation Authority (SMCTA)
Brian Lee – San Mateo County Public Works
Adam Lodge - San Mateo County Public Works
Charles Borden - San Mateo County Information Systems
Jeff Georgevich – Metropolitan Transportation Commission (MTC)
Randy Breault - Brisbane Public Works
Jim Bigelow - Congestion Management and Air Quality Committee (CMAQ)

1. Public comment on items not on the agenda.

Jim Bigelow extended a “Thank You” from the business community for the work culminating in the passage of Measure “A” - the one-half (1/2) cent sales tax designated for transportation in San Mateo County. The Technical Advisory Committee (TAC) put the skeleton of the measure together. Everyone is very pleased with the outcome, and

TAC members Goode and Kline, along with Joe Hurley of SMCTA, were recognized for their efforts in this regard.

2. Issues from the last C/CAG and CMAQ meetings.

Brian Lee noted that there was a minor change made to the approval of the AB 1546 pilot program.

3. Approval of the Minutes from January 20, 2005.

Approval with a minor change.

4. Acceptance of the Executive Summary for the Draft Final Report for the Peninsula Corridor Ramp Metering Study

There will be a letter going to city managers requesting that a city representative be designated to serve on the Ramp Metering Committee. This is primarily for cities on the corridor, but all cities are welcome. Walter Martone stated that the TAC will make the recommendation to turn on the ramp metering lights at an appropriate time. It has been suggested that the roadway south of Route 92 be the first area for improvements. The committee will make the recommendation.

Specific issues with the Executive Summary followed:

The technical recommendations should be moved within the document to the first pages. These are the recommendations for capital improvements and which lights are to be activated.

Lights to remain on green are not listed.

A table of impacted intersections is needed for the Local Street Analysis on page 14.

Include the whole table of 65 intersections being evaluated.

Expand "Bullet #3" on page 17.

Page 13 "Bullet #3" - ramp operations: add to the sentence and provide mitigation for local street impacts.

5. Next Steps Required for the Implementation of AB 1546 - Chapter 931.

Walter Martone stated that the last 2 pages of the handout discuss how to collect funds and evaluate the program. To reach compliance, the program needs to be tightened. The National Pollution Discharge Evaluation System (NPDES) portion of the program has questions which will be resolved by the NPDES TAC. Only programs with a nexus to motor vehicle operation are allowed. The current funding is a projection only.

There are two (2) things to be accomplished before funds may be collected:

1. A Funding of Fact by C/CAG on a 2/3 vote that a nexus exists must be made.
2. There needs to be a report prepared that measures performance of the program.

It was asked how congestion management activities make a nexus or connection. By law, these activities must be listed in the Congestion Management Program (CMP). The

Year 2005 CMP will be updated with AB 1546 approved activities. Projects must be specific.

The idea is not to generate new projects such as project channelization or new traffic signals. Funding is to backfill existing activities

The timing for the AB 1546 program commenced on January 1, 2005. Funds may be collected in July 2005. There will be a six (6) month interval between expenditures in a city and reimbursement payments. Expenditures prior to July 2005 are ineligible. The law states that the period from July 2005 through January 2009 is the effective date of the program. It may require a legal opinion regarding eligible expenditures.

The program was approved unanimously by C/CAG. There is no change in the 50-50 formula, but more information will be provided to C/CAG as it is made available. C/CAG will send program information to the cities. There will be no contract agreements with C/CAG. Cities will only be required to present expenditure invoices to be reimbursed. Administrative reimbursement is not allowable.

A Funding of Fact must be made for each year of the program. Each year the activities list - which must be all-inclusive and not overly broad - can be amended and/or expanded if desired. However, it must be in specific language.

Minor discussions regarding the program continued until there were no more questions or comments. The program was considered acceptable.

6. Aerial Photography for the Countrywide Geographic Information System (GIS)

Adam Lodge and Charles Borden provided an update on the Request for Proposal (RFP) for the aerial photography work. Proposals will be good for a year, and eventually identify three (3) potential vendors, of which two (2) will receive an interview. However, the present costs are higher than expected. The low costs will be approximately \$500,000, and the high costs will approach \$600,000. The current estimate is \$300,000.

A number of San Mateo County departments and Stanford have expressed an interest to join the process. The schedule shows that the photo flight will occur this winter. The County will be in charge of the effort, which will be countywide.

The Transportation Authority (TA) stated that there would have to be a clear transportation benefit for the TA to participate. C/CAG will become a funding partner. The program was acceptable to TAC members.

7. Measure A update.

Joe Hurley stated that a new strategic plan is being developed, which will identify what projects to pursue and the timing of same. An RFP for a consultant will be issued in May 2005 and draft results will be presented to the TA Board in December 2005.

The strategic plan will not deal with case by case issues. The current strategic plan will be eased into a transition to new projects.

8. Items of interest/new business..

Rich Napier spoke of how much of a mess is current transportation funding, the problem being the diversion of funding to the State General Fund. Measure “A” and “self-help counties” - those counties with sales tax revenue - are the only funding sources keeping things moving. Only 0.4% is in the Governor’s budget for transportation.

Proposition 42 is really suffering. Proposed legislative action on ACA 9 could stop the raid on Prop 42 dollars.

Information on the Year 2006 State Transportation Improvement Program (STIP) gives an indication that current projects may be removed. Kenneth Folan of MTC highlighted specific STIP projects of interest.

Neither TAC members nor public members had final comments. The next TAC meeting is scheduled for March 17, 2005.

The meeting adjourned at 2:25 p.m.